

# Voluntary catch limits work well

SCOTTISH fishermen have in the last month exploded the fallacy that voluntary catch limitations to conserve resources are unworkable, says the Scottish Fishermen's Organisation.

The SFO represents 700 vessels with an annual catch worth about £80m and its members catch 60 per cent of the haddock landed in the United Kingdom.

Jimmy Lovie, chairman and chief executive of the organisation, said on Tuesday: "The British Government has failed to institute a workable plan to limit landings of haddock. They claim that voluntary restrictions would not be acceptable to fishermen."

"We brought in our own scheme on March 20 by which no boat could land more than 30 cwt of haddock per week per crew member."

"This was generally

accepted by our terests. They have properly enforced by the authorities on all fishermen. We propose, therefore, to suggest to the EEC in Brussels that voluntary limitations should be considered as a basis for the management of fish stocks generally."

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Best effort came from BUT's Ross Jaguar (Skipper Denis Speck), who got among the haddocks in a landing of 767 kits which sold for £19,491 after 16 days. The former BUT distant water trawler Ross Kelly (Skipper Pat Phillipson) landed the most fish in this section with 806 kits from a 15-day trip, but over half this tally was 'blacks' and she had to settle for £17,972.

This is because of the slack

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## TOW FOR RESCUER

WHILE answering a distress call from the Aberdeen pocket trawler *Arnisdale*, grounded off Orkney last Friday, the Grimsby trawler *Boston Kestrel* smashed her rudder stock on the sea bed. *Boston Kestrel*, outward bound off the Western Isles, was light. She was towed into Kirkwall, Orkney, to await a lift back to Grimsby. *Arnisdale* was later successfully refloated.

THE BANFF fishing vessel *Surveillance* ran on to rocks near Armadale, Skye, this week.

The boat's crew of five came ashore by raft and her skipper, Willie Watt, was hoping to patch up the vessel before the next high tide.

The 48-ton craft is thought to be fairly badly damaged.

## Sample boat ready

A NEW 37 FT. research and collection vessel for marine biologists to obtain specimens from the shore areas of the Clyde estuary will go into service within the next few weeks.

The vessel, R.V. *Exodus*, was designed by G.L. Watson. Her hull, deck and wheelhouse were moulded by GRP by the Tyler Boat Co.

After trials in the Firth of Forth, *Exodus* will be delivered to the University Marine Biological Station at Millport, on the Isle of Cumbrae, Firth of Clyde.

Although the station's work is mainly academic, one of its duties is to monitor the effects of sewage and industrial effluents on fish and other marine life in the Clyde.

Aberdeen Marine has fitted out the vessel as a standard single-screw MFV powered by a 100-hp (Marine) 60-hp diesel engine. A stern transducer is being installed.

## Warning is final

THE SOUTH coast's part time fishermen are being warned strongly to land undersized fish.

The warning is being issued in the form of a public notice in the local press which all fishermen taking possession of the Sussex Fisheries District by Order would result in a fine.

The committee's warning has been to issue a written warning, followed by a summons and then another offence.

However, the system generally thought to be a failure to the stage has become a farce.

The tougher measures mainly aimed at poachers and have immediate effect on their possession of the fish off to their full-time jobs.

The last time this happened was in 1971, when small boats from Devon and the English South Coast sailed up the Thames to deliver a protest to Downing Street.

Calling for protection from the EEC's plans to allow fishing up to the beaches.

This time the big guns of the British Fishing Federation are trained on Westminster and a meeting was held in Edinburgh last Friday.

With inshore fishing representatives to work out plans for an industry-wide demonstration as the revision of the Common Fisheries Policy comes into a crucial stage next month.

The federation has poured a lot of money in the past into national newspaper advertising campaigns. Now the plan is that a stronger line could be taken. With support from the inshore fleet, it is understood that moves are being made which could result in sending a fleet of trawlers to London around the middle of next month.

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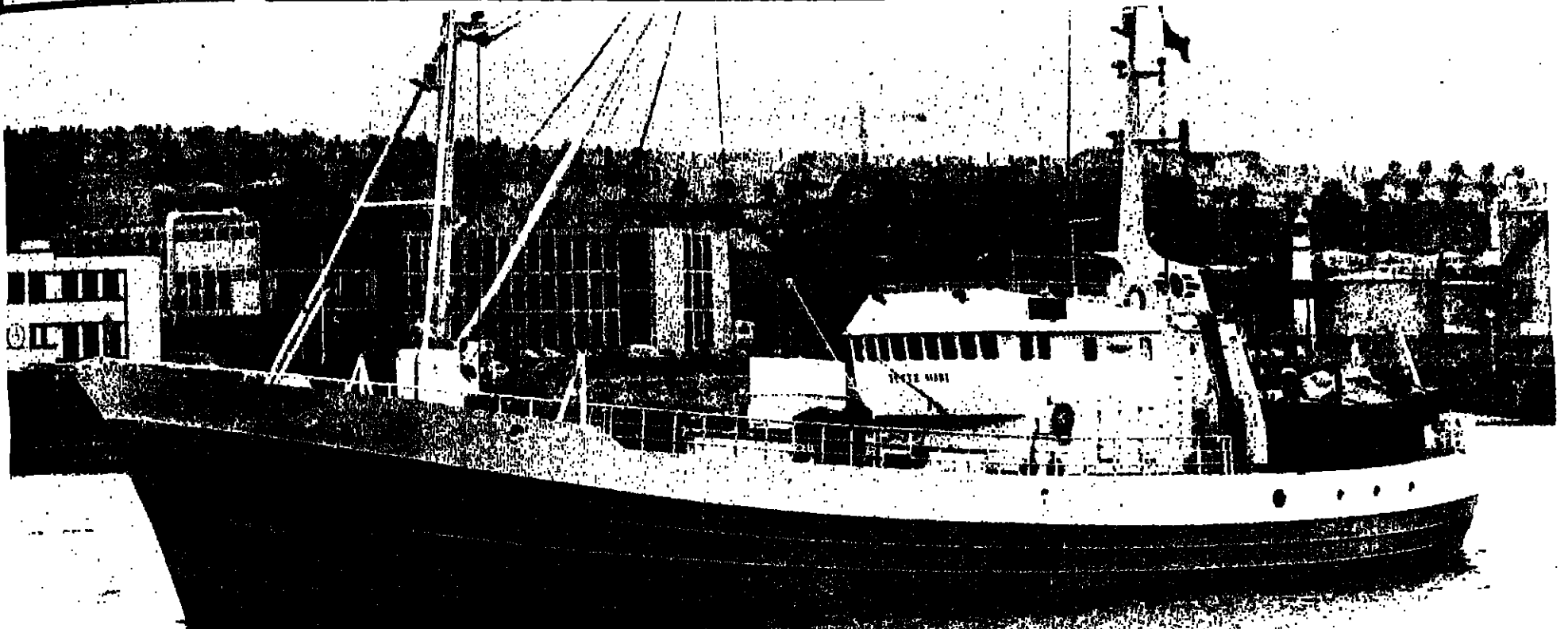
# fishing news

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# LIMIT DEMO MAY HIT LONDON

She's here!  
SEE PAGE THREE

A "LAST-DITCH" bid by British fishermen to convince the Government, the nation and EEC member states how serious they are about the need for a 50-mile limit could see deep-sea trawlers sailing up the Thames to Westminster as part of a massive floating protest.

Already, some Humber-side trawler owners have said that they would be prepared to send some of their biggest ships. Strong support has been forthcoming from English north-east coast ports and Fleetwood.

The organisation involved in sending trawlers to London is very complicated and, it is understood, that this was only one form of action among many discussed at the BFF meeting.

Also represented at the meeting was the Fisheries Organisation Society, under whose auspices the 1971 floating demo was staged.

Ernest Hamley, chief executive of the society, told *Fishing News* that while the form of the protest could not be fully revealed, his society would be giving full support to any demonstration aimed at getting a 50-mile limit.

"The whole industry should be behind every protest meeting," he added.

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The society will be asking port federations and associations to give support as far as they are able.

This week, David Aitchison, chief executive of the powerful Scottish Fishermen's Federation who attended the Edinburgh meeting, expected to be putting the proposals discussed to his members.

Mr. Aitchison told *Fishing News* that the failure of NEAPC had made it imperative for Britain to have a 50-mile limit.

FLEETWOOD has gained a new addition to its fleet with the 95ft. vessel *Boston Whirlwind* being switched there from the East Coast.

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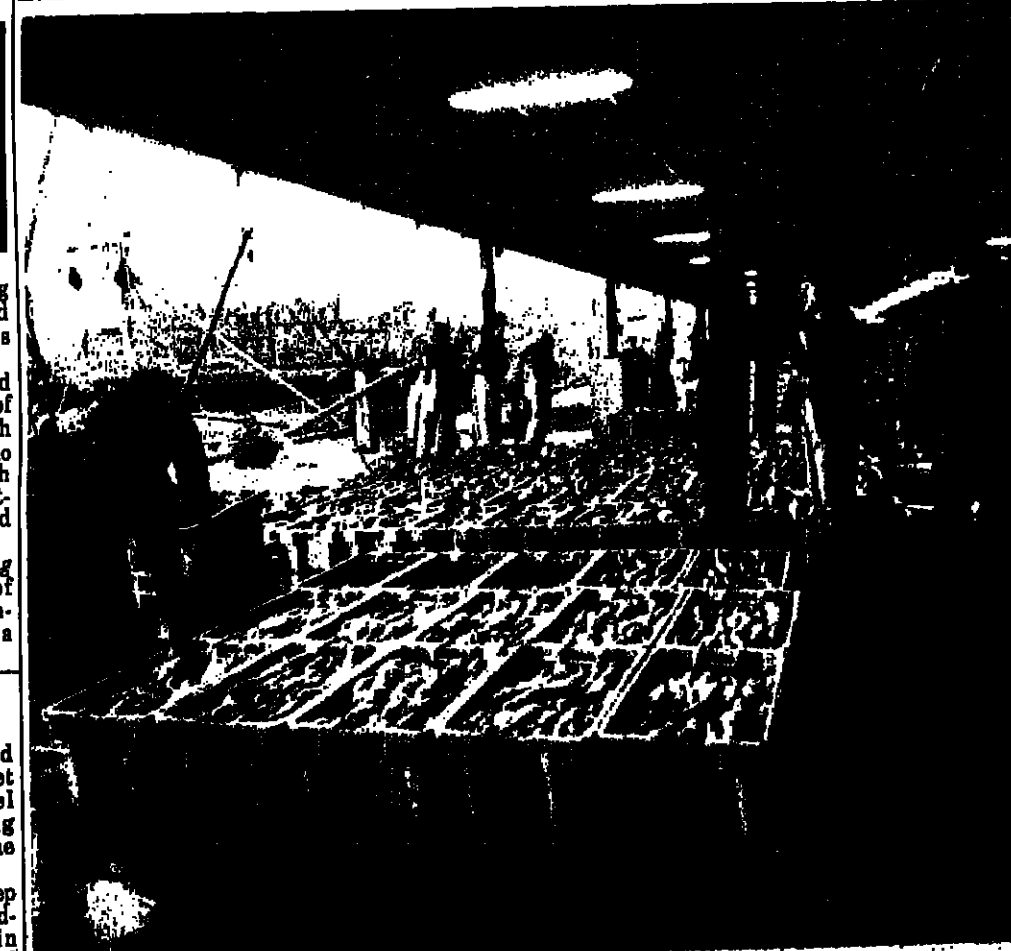
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## Shell is catching

Shell marine oils are as much a part of the sea as these kits. Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood, Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the docksides of every major fishing port.

Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you. With so much at stake, it pays to pick Shell.

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SHELL MARINE LUBRICANTS

FROM last Friday the new IALA buoyage system will begin to be implemented around the British coast. It will be progressively developed throughout European waters from then on in accordance with published Notices to Mariners.

In the past some countries have used the principle of the Lateral system, whereby certain marks show port and starboard sides of the channel in accordance with some agreed directions.

Others have used Cardinal marks, in which dangers are shown by one or more buoys laid out in the quadrants of the compass to indicate where the danger lies in relation to the mark.

The latter system has been rather useful in the open sea where the Lateral system direction of buoyage may not have been very obvious.

Confusion

It is clearly necessary that sailors instantly recognise a buoy or light looming out of the fog or darkness with the minimum of hesitation: the much-publicised case of *Texaco Caribbean* which was hit by *Brandenburg*, and subsequently the *Niki*, showed that there had for years been much confusion over lighting systems.

The new system should do much to remove this confusion, although it is a pity that it will still exist side-by-side with the system proposed for North America but not yet finalised.

The new System 'A' will use both Lateral and Cardinal marks, but a seaman can instantly tell which he is looking at.

Lateral marks utilise red or green colour by day and night

to indicate Port or Starboard sides of channels in the sense of the new 'conventional direction of buoyage'.

This simplification has been made possible by not using green for marking wrecks in future, but using it instead for starboard land marks.

This principle will seem very logical to seamen as it will correspond to their vessel's side lights.

Cans and cones will now be logically painted green and red and will have similarly coloured flashing lights.

Cardinal marks will have very distinctive topmarks and will be identified by very quick, or quick flashing, white lights which relate to the numerals on a clock face and are easy to remember.

There are two other marks

which come into the picture — one is the isolated danger mark which has navigable water all round it and the other is a safe water mark, which is also safe to sail around but does not indicate a danger. This could be used in mid-channel for example.

The actual changeover started from Harwich on Sunday and will proceed as closely as possible to plan, although Trinity House points out that buoys may not always be changed exactly on time owing to bad weather or other problems.

Charts are also being altered, but the Hydrographer's office says that the first areas have already been accounted for and all is proceeding according to plan.

Perhaps most important is the provision for much earlier action by those who see disaster approaching and, formerly, were obliged to stand on and hope for the best.

There is a new chart which shows the location of all North Sea oil and gas fields in the various national areas and this should be of some considerable help to fishermen wishing to avoid complications with pipelines, for example.

During July new anti-collision regulations come into force and new candidates for certificates of nautical proficiency are already being examined on them. It will, however, be necessary for seamen already at sea to examine them with care as they bring in several important aspects.

One point made by the new DoT handbook is that ships in traffic lanes often consider that they have priority over crossing ships, but this is not so unless there are special rules.

It is advised that crossing of such lanes be carried out at right angles — and for very good reason. Recent research has shown that this is the least risky course of action as most collisions occur in fine crossing or meeting situations.

There are, however, two films produced by Marine Media which will greatly assist those who wish for detailed and visual instruction in both systems.

There are several requirements related specifically to fishing vessels, many of which will not be new to fishing skippers. Under Rule 9 a vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.



## Two drown in harbour

TWO Nairn fishermen drowned in Ayr harbour last Saturday night after one fell in while boarding the boat on which they were living and the other dived in to save him.

They were John Ralph (41) part of the clammers crew, of Church Street, Nairn, and Ralph Main, (44), of Society Street.

Ayr police paid tribute to the courage of Mr. Main and another man, John Weir (34) who both dived to the rescue after Mr. Ralph lost his footing and went into the water.

Mr. Ralph had returned to fishing from Ayr three weeks ago after several years ashore. He and his brother planned to take over a Kirkcudbright clam boat this week and start fishing in the Irish Sea.

Mr. Main arrived in Ayr from London last week to join them. Mr. Weir was also to be

### BODY FOUND

SIDNEY Walter Small, (58), a fisherman from the Grimsby trawler *Ross Kelly*, was reported lost when the vessel put into Stornoway, in the Hebrides, last Saturday. Later his body was washed ashore at nearby Goat Island.

THE ONLY respite from another dismal spell of trading at Grimsby last week came in the form of two new grossing records by three boats.

The pair trawlers *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) made £42,407 from 1,160 kits (Fishing News, April 22) and the anchor-seiner *Arcona Bay* (Skipper Egon Thomsen) made £10,928 from 286 kits (see page five) on the Monday and Friday markets respectively.

Otherwise, it was the same old tale of moribund landings all round with the distant-water boys in particular having a very bad time.

Skippers are facing slack

## MAN LOST AS SCOTS TRAWLERS COLLIDE

THE ABERDEEN trawler *Craig-Gowan* sank within three minutes on Monday after being in collision with the trawler *Japanica*, also from Aberdeen, off Ratray Head, north-east Scotland. One crewman was lost.



*Craig-Gowan* — sank bow-first on Monday.

Both vessels had left their home port for the fishing grounds a few hours earlier. As the 96ft. trawler began to sink her nine crewmen launched lifeboats in conditions which a coastguard described as "pretty good."

*Japanica* picked up eight men but the ninth, deckhand Charles Smith of Aberdeen, who was seen in the water, disappeared.

The eight crewmen were taken to a Royal National Mission for Deep Sea Fishermen. Two were also

Skipper Donald Scott of *Japanica* would make no comment about the incident, but one crewman said that *Craig-Gowan* had gone down bow-first. The only apparent damage to *Japanica* was a jagged hole torn high on her starboard bow.

In command of the 11-year-old *Craig-Gowan* was James Sutherland (48), Findochty acting as skipper for Peter Simpson, Buckie, part-owner of a vessel.

At the Fishermen's Mission he said he was in a wheelhouse when the collision occurred and he had to waist-deep in water to get the lifeboat.

He was thrown into the water when a tripped flag crashed on to the rail and to "swim for it". He climbed on to another rail and picked up crew members as the trawler sank, but never Mr. Smith, he said.

The crewmen were in water for at least half an hour and Skipper Sutherland said it was an hour before they were taken on board *Japanica*.

One of the two crewmen taken to hospital, deckhand Colin Ferguson (27), of Aberdeen, was on the rail as the flagpole struck him.

"We had to make a dive and were all in the water never thought I'd get on there," he said.

Records help lift gloom

water section also. Here, however, trawlers could make up with haddocks and coley. Regular owner *Ross Tiger* (Skipper Denis Avery) headed a stream of reasonable grossings from the BUT fleet. She turned out 861 kits, including 205 of haddocks, just about 100 of codstuffs and over 450 of coley, to gross £21,499.

She was followed by similar Westerly trips, all around 16-17 days, from *Ross Panther* (Skipper Wally Stokes), with a big tally of

dogs in her identical landing of 861 kits, on £21,320; *Ross Giant* (Skipper Bill Salt) with £18,600 from 693 kits; and *Ross Zebra* (Skipper Ronnie Reeves) on £17,827 from 891 kits.

Apart from the two records, Grimsby's small boat operators had another poor week as gale after gale swept down the North Sea. But *Sleight's Margit* (Skipper Chris Jensen) made £2,594 from just 66 kits, mostly codstuffs, after 18 days.

## SAMANTHA INSIDE LIMIT: £200 FINE

A GRIMSBY skipper caught fishing within Cornwall's three-mile by-law limit was fined £200 by Penwith magistrates at Penzance last week.

Hugo Thinnessen, skipper of *Samantha*, pleaded guilty through his solicitor, Paul Chudleigh, and was also ordered to pay £20 costs.

Mr. J. J. Whiting, prosecuting for Cornwall Sea Fisheries Committee, said that Mr. E. C. Downing, assistant fisheries officer, saw *Samantha* off Tater Dhu lighthouse, and at that time 2.5 miles from land.

The trawler altered course, the fisheries protection vessel followed, and Mr. Downing boarded *Samantha* when she was 2.9 miles from land.

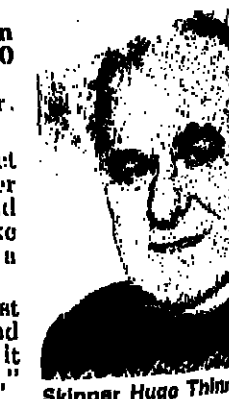
When asked for an explanation, Skipper Thinnessen said he had not realised that he was within the limit as he had gone below to make a cup of tea.

At the time *Samantha's* nets contained about two tons of fish.

Mr. Chudleigh said the trawler was based at Grimsby and normally worked the North Sea. The company that Skipper Thinnessen worked for had decided to send three trawlers down to Cornwall.

At the time he went below to make some tea, the trawler was right on the edge of the three-mile limit. There was a strong tide running and, when he got back on deck, he noticed that the tide had taken him within the limit.

He immediately altered course and it was while he was proceeding away that he was stopped by the fisheries



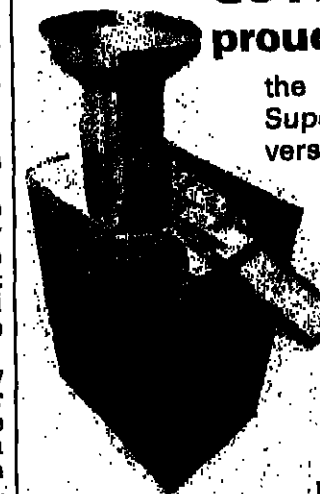
Skipper Hugo Thinnessen

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## Follow Irish lead

OTHER European countries should follow the lead given by Ireland in controlling and managing her fish resources.

This would ensure the proper development of all European fisheries, leading to substantially increased employment and greater availability of best quality seafood for the consumer.

Mr. D. B. Love, chairman of the Irish Fish Processors' and Exporters' Association, stated this at the annual general meeting of the association held in Dublin last Saturday.

Mr. Love went on to say that the IPPEA had stated publicly, and to the government, that it is essential for the future development of the Irish fishing industry that Ireland get an exclusive 50-mile fishing zone.

Within this zone all breeding and development of fish stocks occur making it absolutely necessary that Ireland should manage and control these stocks by regulating fishing and the number and size of fishing vessels allowed in.

Without this management and control of fish resources, a free-for-all will develop with the powerful becoming less powerful and the weaker becoming extinct.

Management of our fish resources also meant that attention has to be given to the problem of pollution which is becoming very serious. Measures to observe and monitor pollution and to seek solutions to the problem are urgently necessary.

Mr. Love went on to say that the Irish fish processing and exporting industry is strongly represented by his association on key policy committees of the EEC Commission.

The IPPEA sees fish conservation and management of resources as the area of policy which will have the most vital significance for the future of Europe's fishing industries.

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## Now Gundelach says it: EEC too slow

COMMISSIONER Finn Olav Gundelach has asked the European Council of Ministers to come to grips with internal fishing problems and set an end-of-June deadline for decisions on policy.

He announced this last week to the European Parliament in Strasbourg, in reply to a question from Wilfred Ewing, SNP representative at the Parliament.

Mr. Gundelach said: "The EEC has not yet made sufficient progress in building up a coherent internal fishing policy."

The Council of Ministers' failure to get down to a real debate on internal fisheries policy was most regrettable.

Answering a written question in the Commons on the same topic, Edward Bishop, Minister of State for Agriculture and Fisheries, said the slowness of progress on the 50-mile exclusive zone was not satisfactory.

It is now recognised within the Community that action is urgently needed and we are awaiting a new Commission initiative on the long-term fisheries regime."

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## 'FISH FAMINE COMING' Strike—FMA

THE EEC's failure to set fish quotas is "extremely likely" to lead to a fish famine before the end of this year, according to the Scottish Fishermen's Organisation.

"The mass of the British inshore fleet would be forced indefinitely out of commission, tied up alongside the vessels of their unemployed middle and distant water colleagues," said the SFO chairman, James Lovie, on Friday last week.

James Lovie stated at an SFO meeting that his executive is "desperately worried".

He described the inshore industry as being in a state of chronic uncertainty due to the EEC's continuing refusal to allocate adequate UK fish quotas, particularly in the North Sea.

On haddock fishing in the North Sea, Mr. Lovie stated that a total of 25,000 metric tons had been landed at UK ports during the first quarter of this year, as compared with 18,000 metric tons over the same three months of 1976.

If this catch level continues we would need a 1977 quota in the region of 140,000 metric tons. "Unless Britain receives a quota of this size, the consequences for the inshore fleet — and the consumer — would be disastrous."



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Draft 2'0"  
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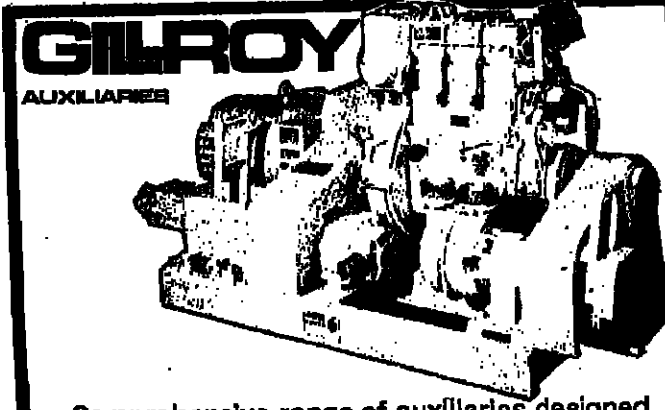
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# Council and HADB moving in Boat production line for Orkney

A THREE-BOAT range of GRP craft fitted out to a standard specification is to go into production on the Orkney Islands in a bid to capture a big share of the market for inshore boats.

The hull moulders glassfibre mat will still be laid Halmatic (Scotland) Ltd. is undergoing a major re-organisation to start a streamlined fishing boat production line in a joint venture with the Highlands and Islands Development Board and Orkney Isles Council.

The new company — operating with three equal partners — should be working by the middle of end of May, and it will be taking a stand at the Catch '77 Humber-side fishing exhibition in June.

Halmatic (Scotland) director, Pierce Webb, told *Fishing News* that the new partnership would give the firm money for investment in tooling to bring in a faster production system for both moulding the hulls and fitting them out.

A new hull around 24 ft. long is now in the development stage and this, together with the present 28 and 36 ft. hulls, will be the basis of the new range. The firm aims to have the first fitted-out 28-footer at the London Boat Show next January.

As the new firm gets into its stride — with a target production of around 40 craft a year — a larger boat just under the Department of Trade limit of 12m. (40 ft.) may be developed.

Halmatic plans to speed up production, and cut costs, by moulding internal fittings in GRP. This would include wheelhouse consoles, accommodation units, etc.

On the hull moulding side, production is to be stepped up by the use of a resin pump system but quality will be maintained because the

marketing. Production has dropped over the past year or two because the firm has been unable to offer complete boats, unlike its competitors.

The final go-ahead for the board to join the project has been given by the Secretary of State for Scotland and the legal work is now in progress.

About 40 Halmatic 36-footers, 12 28-footers and two 50-footers have been built over the past five years. A number of workboats have also been delivered. The hulls and two moulds in

equity from each of the three parties. The re-organisation would give the new firm a more vigorous approach to

A spokesman for the Highlands and Islands Development Board, which helped Halmatic set up in Orkney over five years ago, said there would be £20,000

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A 28-footer fitted out privately on Halmatic's hull. Soon, the firm will be delivering completed boats.

## 'Deliberate' sinking — MEN IN COURT

FOUR MEN have been committed to Newcastle Crown Court accused of obtaining money by deception from an insurance company.

The charges follow the sinking of the North Shields fishing boat *France Breeze*.

At North Shields magistrates court last week, Robert Alton (40) of Perth Close, Edward Wood (31), of Baird Avenue, Ernest Dale (31), of Woodlee Crescent and Raymond Michaelson (42), of East Bells Flats (all

North Shields) were charged with obtaining £11,271 by deception from the Sunderland Marine Mutual Assurance Co. Ltd.

Michaelson and Dale were also charged with dishonestly receiving £300 by deception from the insurance company and Wood with receiving £190 by deception. These three were also charged with destroying the vessel, which belonged to Alton, during

Using sprat and mackerel as bait on the vessel's 50 to 55 lines, 22,000 hooks had to be baited up during her week's operations. *Kristand's* catch was mainly dogs, but included cod

and skate. Skipper Wightman, the joint owner of the vessel, and his crew all came from Aldeburgh, but sail the vessel from Lowestoft.

The 24-ton Aberdeen-registered *Kristand* was built at Whitby in the early sixties as a boat for Whitby owners. She was purchased by Skipper Wightman about two years ago.

Back in January, before most boats had even started fishing, Chapman's *Lena* (Skipper Einar Sorensen) set up the previous best with a £10,750 grossing.

*Arcona Bay* landed a total of 286 kits, nearly all cod, from her 14-day trip. The 40-ton vessel, which has worked the Viking Bank ground successfully before, caught nearly the entire haul in the last four days on the grounds and the quality was really superb.

Generally, quayside prices tend to drift out a little on most Friday markets, but there was never any danger of this happening with the *Arcona Bay* fish. Merchants were only too keen to pay over £40 per kit for it.

A spokesman for her agents told *Fishing News* the catch consisted of 41 kits of large cod, 143 of mediums, 70 of codlings, 13 of plaice, nine of haddocks and the remainder a mixed bag.

He said Skipper Thomsen was delighted and one or two other Grimsby seiners were

SEAFORD LTD., which trades as Sea Products International and Midfish in Birmingham, has acquired the fish wholesaling side of the business now carried on by E. Marshall and Son in Birmingham.

The business will continue under the name of Marshall's Fish.

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## COD TRIP RAISES RECORD

AN OUTSTANDING trip to the Viking Bank by the Grimsby anchor-seiner *Arcona Bay* (Skipper Egon Thomsen) set a new port record of £10,928 at the Humber port last Friday.

The record came when bad weather and slack fishing in the North Sea are giving the seiners a very tough time indeed.

However, agent Sam Chapman & Sons Ltd. is making something of a habit of pulling out a big trip when everything seems to be against it.

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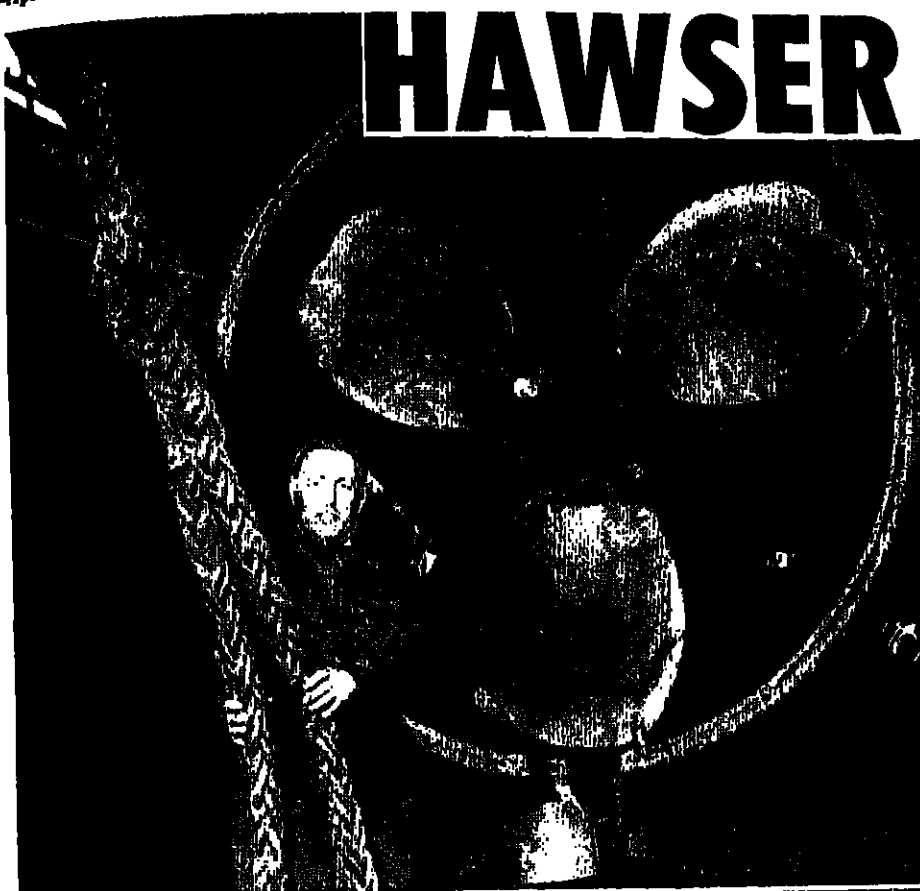
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# HAWSER HALTS SEINER: NO PAY-OUT

DAMAGE estimated to cost thousands of pounds to repair was caused to the Peterhead seiner-boat *Veracious* when she picked up a giant hawser in her propeller last week.

*Veracious* was steaming 120 miles north-east of Peterhead when the crew heard a knock, followed by violent vibrations and the boat went from full ahead to stop.

Skipper George Forman said: "We found the propeller fouled with a massive plaited coir hawser."

"Such ropes are not used on fishing craft, only on oil-rig tenders."

Skipper George Forman of the Peterhead seiner-boat *Veracious* with the heavy hawser which disabled his vessel 120-miles off Peterhead.

He added: "The gearbox blutches and the Kort nozzle were ruined, while the propeller blades were damaged and buckled and will have to be sent to Buckie for repair. The propeller shaft has also to be removed and, if it is damaged, then it will be a really big repair job."

Skipper Forman explained that even if the shaft is not bent it will still be two weeks before they could resume fishing.

He has reported the facts to the local fishery officer but said that, while there is a compensation scheme for fishermen on the Humber and in the Shetlands to cover such problems, there is nothing for Peterhead fishermen.

● Last year the Peterhead seiner *Starella* suffered thousands of pounds worth of damage to her engine in similar circumstances, when a heavy towing hawser whipped round her propeller on the grounds.

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## Shrimp hunt to start

FISHERMEN at Sea-houses, Northumberland, are looking to shrimps to provide a new boost for their industry particularly in the wake of a ban on herring fishing.

Last year a brief shrimp season gave an indication of the potential. As a result, several fishermen have invested in new equipment to catch shrimps. Buying arrangements are being finalised.

WHITBY Town Council is writing to Scarborough Borough Council protesting at the appearance at the harbour of what it terms unsightly pens erected for fishermen's gear.

SIR, This association has during the past 12 months been trying to negotiate reasonable application and compliance of the 1975 Safety Rules with the Department of Trade.

The words reasonable and compliance are carefully chosen because they are the words that the department uses most.

We are totally sick of hearing Mr. Clinton Davis, the Parliamentary Under Secretary of State for Shipping, preach to the industry "We will be reasonable" while, in essence, his surveyors in the field convey the message: "You will comply."

We are also sick of reading in *Hansard* of Members of Parliament putting down questions and being fobbed off with answers which are so inaccurate that they are an embarrassment to his own department.

I refer in particular to a written answer given by Mr. Clinton Davis to Mr. Ratchbone on November 17, 1976. He twice refers to sheltered waters — a term his own department cannot define and

## Fight the ruinous DoT safety rules

### LETTERS

will not recognise.

He refers to vessels engaged in boom fishing from the need to establish stability by an inclining test, when on investigation his own department says that the vessels concerned were not boom fishers at all. Had Mr. Davis's replies been correct, there would not be the degree of animosity being directed at him now.

We are sick of losing time at sea to travel to Whitehall to be told very politely to 'get lost'. This association has, to date, had four meetings with the Department of Trade. At the last meeting, which was

chaired by Captain Hampton, of the Smooth Water Limits Committee, our chairman and I were informed that while they had every sympathy with our request for extension of partially smooth water limits, this could not be met, because it affected yachts and coasting vessels. What the hell have they to do with fishing?

A Mr. Tops led us to believe that we could reasonably expect favourable consideration to relieve us of the cost of the need to establish stability criteria, namely £1,000. Several weeks later, in best department language, he wrote to me and said: "sorry old boy, we cannot do it". Who got at you Mr. Tops?

One may ask the question: why is it that the government is at this very moment

'negotiating' Phase Three of the pay policy with the all-powerful trade unions and virtually asking them how the law will be framed, while at the same time it is imposing crippling legislation on the British inshore fishing industry in a truly

## SPEAK UP ON SEAL MENACE

SIR Why do we never hear the views of the people in authority regarding the grey seal menace?

Every bailiff, fisheries officer, MAFF and WFA official that I have ever spoken to on the subject all agree the problem has reached ridiculous proportions.

I have never read of a water authority or angling club clamouring for seals' 'blood'. They seem only to be obsessed

dictatorial fishing? The answer is that we are fragmented and lack unity in fight off this type of problem.

To all inshore fishermen say: write to your Member of Parliament asking him to protest on your behalf, and him convey to Parliament the main public concern to suspend and modify these rules.

This could help put a stop to the ruthless, ruinous, application of these Rules.

KEN GREEN, Sec. Thames Estuary Fishermen's Association, Wivenhoe.

## Trammel men cash in on 'gorging' cod

A SWITCH to trammel net fishing has given some north-east cod fishermen their best winter season for many years.

The crews who kept to line fishing, the traditional winter method, found fishing disastrous and stopped work earlier than usual.

Hartlepool boats have been working trammels and one crew set seven nets which caught 230 stones, mainly cod, in one day.

According to the latest report for the North Eastern Sea Fisheries District, for the quarter ending March 31, the reason for the catches is thought to be that the cod are gorging themselves on sprats, which have come close inshore, rather than on the line men's mussel bait.

At Hartlepool six boats worked trammels and cod landings were very excep-

tional. Each of the boats had well over 100-stone daily.

Cod landings were again good at Sunderland, according to the report. Nine boats worked trammel or gill nets there.

At Scarborough, poor line fishing ended the season in just two weeks. Seven cobbles and four small craft worked trammels and had "a fairly good quarter's work".

It seems that a number of other cobbles will switch over to trammel netting instead of lining in future, attracted by cod prices averaging from £3.20 to £4.50 per stone.

However, the success of the trammel netting cobbles has attracted the attention of keel

boat skippers who have now decided to order their own fixed nets.

The cobblesmen feel that these larger boats should be banned from the three-mile limit.

With the winter sprats coming close inshore, the area's fishery officers were hard-pressed to protect the small boats' fixed gear from the larger trawlers.

One warning letter was sent during the quarter and 32 offences are under review. The chief fishery officer, Mr. H. F. Theaker, is asking the committee to "urgently consider the means of giving protection to the small boatmen's gear".

## NEW WFA AREA OFFICER

THE White Fish Authority has appointed John Moore as Aberdeen area officer in succession to the late Mr. I. J. H. MacKay.

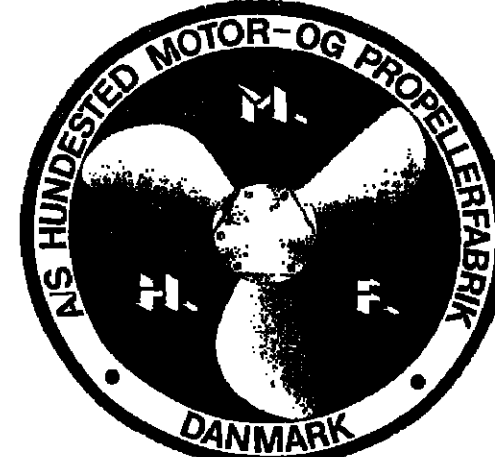
Mr. Moore joined the authority in 1970 as work study officer having previously held similar posts in industry.

As work study officer with the authority his activities have included various projects concerned with developing improved methods of fish processing, and design work in relation to factory and other layouts.

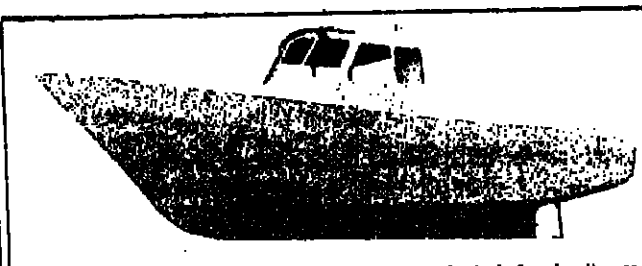
He has also been involved in the authority's development work into the processing of blue whiting. Mr. Moore, married with one daughter, takes up his duties in Aberdeen on May 16 and will move to Stonehaven shortly afterwards. As well as representing the authority in Aberdeen, he will also be concerned with Orkney, Shetland and the coastal area south from Aberdeen to the Tay.

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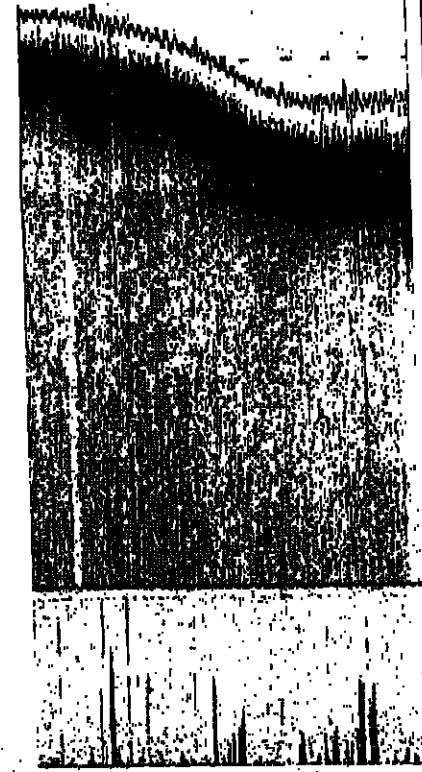
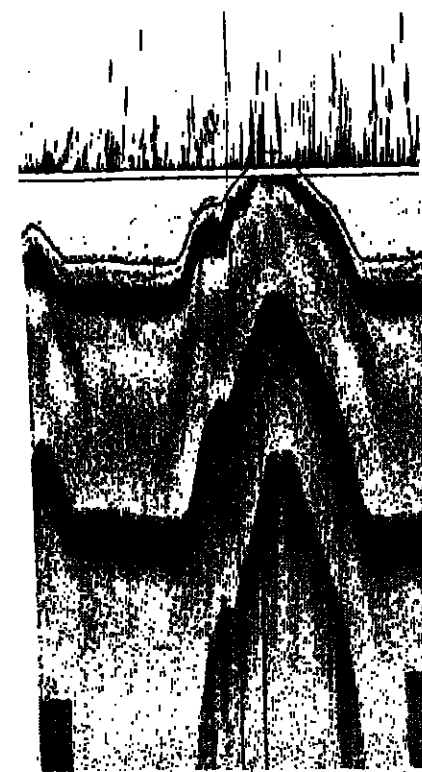
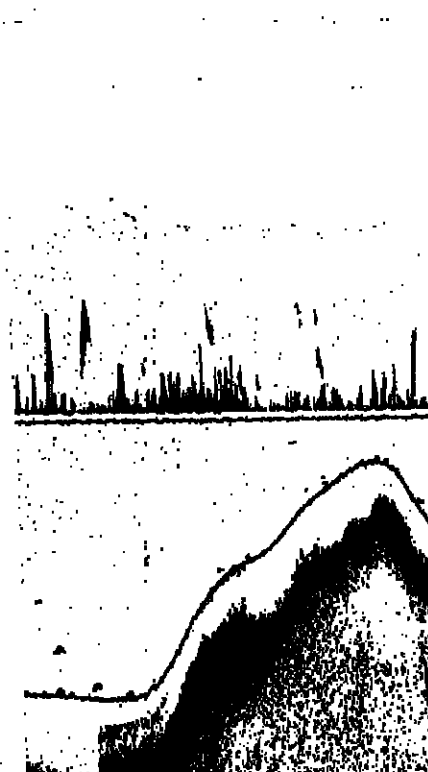
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## THIRD FIN ON DEVON SKIPPER

DENNIS KIMBLE, skipper of the Brixham trawler *Lady Iris*, was fined at Torbay Magistrates' Court on Monday last week for the third time for contravening a Devon Sea Fisheries Committee bye-law.

He pleaded guilty to trawling in the 60ft. 7in. vessel within the three-mile limit. The by-law prohibits fishing inside that zone by vessels over 60ft.

The magistrates imposed a £100 penalty and ordered Skipper Kimble to pay £40 costs.

The court was told by Michael Brabin, prosecuting, that on January 8 the fisheries patrol boat *Miriam Ford* was near Hope's Nose, Torquay, when the officers aboard saw *Lady Iris* within a mile of the shore.

After one of the officers spoke to the skipper, the gear was hauled in and several fish were seen in the nets.

Ian Duncan, for the defence, said Skipper Kimble was testing a new sprat net. It

*Lady Iris* — just 7in. over fish inside the Devon 3-mile limit.

was the opinion of a Brixham trawlerman that the net was not for trawling, but he was not willing that as a defence.

Mr. Duncan said a recently *Lady Iris* had been out of commission for weeks for work to be done on the new DoT regulations, which had the owners £7,000.

"To make that up he had to be at sea as long as possible. That morning he had landed at 8 and would be out again about 10 hours' sleep."

A charge against owners, Target Trawling of Plymouth, was dropped.

## Iceland: lone appeal

A GRIMSBY taxi driver has launched a one-man appeal to the Icelandic people for a settlement of the present fisheries impasse.

Roland Sate, a former fisherman, has written a letter to an Icelandic newspaper stating the plight of the industry since British distant water trawlers pulled out of Icelandic waters last December.

Mr. Sate believes his action may stir the Icelandic Government

into some sort of deal without Icelandic fishermen considering the deal. He is being supported by Grimsby fishing boats.

## People



THE appointment of Thomas Loughran (above) as managing director has been announced by Trident Engineering Ltd., a company within the Trident Marine Group of Donegal. He was previously chief engineer with Irish Shipping Ltd.

Trident Engineering has been formed to handle the mechanical and hydraulic installation and servicing of all marine equipment agencies held by the parent company.

WILLIAM J. Allen, assistant manager at the net and twine factory of Cosalt Ltd., Grimsby, for the past six years, has been appointed production director at the Cosalt subsidiary of W. & J. Knox Ltd., Kilbirnie, Scotland.

He will now be responsible for manufacture of the extensive range of synthetic twines, cods and nets at W. & J. Knox.

FERRO-CEMENT expert Owen MacAllister has left the Hampshire boatbuilders MacAllister Carrall Ltd. to start his own company aiding the World ferro-cement projects.

Partner Les Carrall has taken over the running of MacAllister-Carrall at New Milton and he now plans to build ferro-cement hulls and to offer out service at another

## REPRIEVE FOR BOSTON SHIP

THE GRIMSBY trawler *William Wilberforce*, laid up by the Boston Group on April 18 for an indefinite period following a poor showing from an east Greenland trip, has had an unexpected early reprieve.

Last Friday she was heading down the Humber bound for the Bear Island grounds.

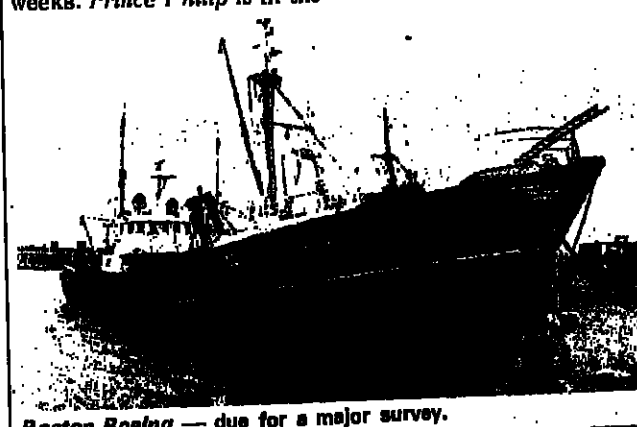
The decision to put the 698-tonner back to sea so soon was, however, largely because the company was able to pass on part of its very restricted north-east Arctic cod quotas in a general reshuffle of its wet fish fleets at Fleetwood and Grimsby.

*Boston Keatrel*, which ran aground off the Orkneys, is expected to be out of fishing and under repair for several weeks. *Prince Philip* is in the

middle of a three-week refit and *Boston Boring* has also been laid up because she is due for a major Lloyd's survey.

With *Boston Comanche* — top trawler at Grimsby only three years ago — also laid up after her 24-day trip to the White Seas and Norway coast last Friday, to have left *William Wilberforce* tied to the wall would have meant the 11-strong *Boston* fleet at Grimsby having only *Voleus*, *Belgium*, *Boston Phantom* and *Boston Halifax* operational.

Nevertheless, *William Wilberforce* (Skipper Billy Balls) is still subjected to a very restricted cod catch and the trip's success will depend largely upon what other fish she can catch.



*Boston Boring* — due for a major survey.

## fishing news

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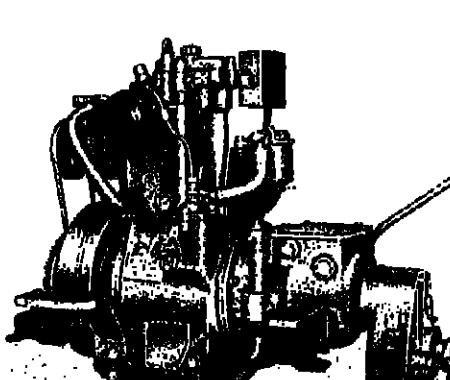
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# Net firm lays on trawl tests for skippers

TESTS of scaled-down nets at the White Fish Authority's new fisheries training centre at Hull have shown fishermen a wide range of possible adjustments and modifications to gear to improve catches and earnings.

The centre, which has the world's largest experimental flume tank, opened in February last year and the Grimsby-based firm of Cosalt Ltd., with its international reputation for nets and gear of all sizes, is taking full advantage of the facilities.

Already, Cosalt, which contributed towards the project, is producing a whole series of improvements in net manufacture and rigging, based on successful model tests in the tank's simulated conditions.

Recently (*Fishing News*, April 22) the firm arranged for another 30-strong trip of management executives and skippers, mostly from the Grimsby area, to visit the flume tank where the Cosalt inshore net department put its Gemini pair trawl and Concord box trawl through a strenuous demonstration programme.

The party was made up by a contingent of owners from abroad, plus two top Scottish skippers who had set off from Peterhead immediately after landing and driven through most of the night to Hull with a representative from Caly Fisheries Ltd.

As with all flume tank work — in which actual sea conditions are simulated by using a variable water flow, suction screens, deflectors, cascade bends, wave traps and flow-straightening screens — the scaling-down of fishing rigs is a very exact art which creates a number of mathematical problems.

For the best results the main aim is to produce the largest possible models, but this is limited by the tank's size and Cosalt's net consultant, Clive Radcliffe from the Department of Maritime Studies at Grimsby College of Technology, had done a first-rate job with a one-tenth scale pair trawl and a one-eighth Concord trawl.

First to be demonstrated

for the party was the demersal pair trawl with its scaled-down 117 ft. 4-inch headline and 130 ft. fishing line. This is the net of the wing trawl type which has been used so successfully lately by both English and Scottish pair teams.

It is specifically designed to have an easily adjustable bobbin rig, which affects the position of the ground gear in relation to the fishing line. It can also be arranged with an adjustable chain section on the lower bridle so that this may be lengthened or shortened in relation to the upper one.

A major modelling problem found with this gear was prediction of the net spread. Eventually, this was worked

out from geometric calculations of the distance between the towing vessels and the warp bridle and net lengths.

The figures lead to a full size net spread of 62 ft., and a bridle angle of around 16 deg., which compared well with similar crawls but, scaled-down, still presented more modelling problems because the maximum tank spread at the towing points is only 14 ft.

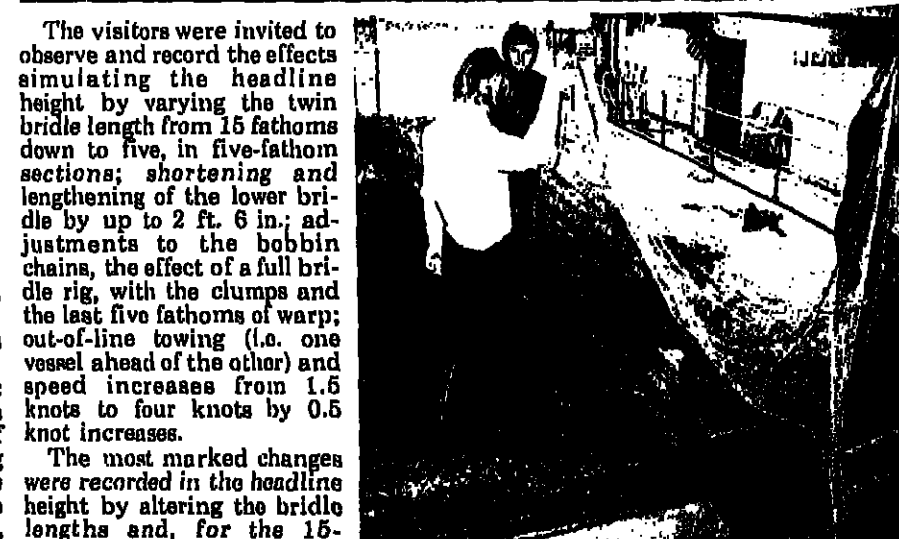
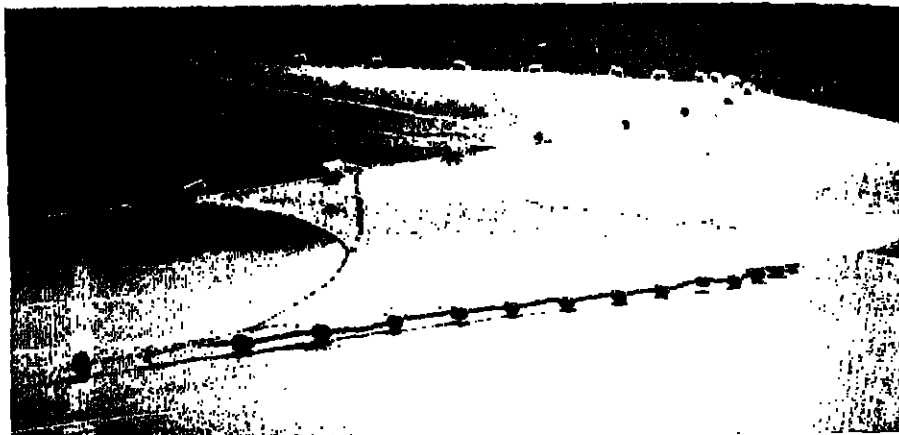
To simulate realistic parameters it proved possible only to use 20 fathoms of model bridle from the wing ends to the towing points. The original calculations were based on the pair team level, one quarter knot apart, each working 400 fathoms of warp.

The visitors were invited to observe and record the effects stimulating the headline height by varying the twin bridle length from 15 fathoms down to five, in five-fathom sections; shortening and lengthening of the lower bridle by up to 2 ft. 6 in.; adjustments to the bobbin chains, the effect of a full bridle rig, with the clumps and the last five fathoms of warp; out-of-line towing (i.e. one vessel ahead of the other) and speed increases from 1.5 knots to four knots by 0.5 knot increases.

The most marked changes were recorded in the headline height by altering the bridle lengths and, for the 15-



Scottish skippers Arthur Buchan (left) and Walter Milne (right), with Vic Bruce of Caly Fisheries, Peterhead, after their visit to the flume tank at Hull. Above right: Cosalt pair trawl in the flume tank showing the rigging on the headline and bobbin gear on the groundline. Right: Concord box trawl in the tank. Below: Skipper Peter Thinnessen of the Grimsby pair trawler *Tino* making a headline reading on the pair trawl.



Turn to page 18 Attaching the bridles and preparing to 'shoot' the pair trawl.

LAST "chat" I record landings of were made the Channel during 1976.

marketing situation and several new beds were found during which resulted in

the Shellfishery at Burnham-on-Sea, in answer to my as a spokesman there. Although the scallop in many parts of the have been heavily there is no evidence the available scallop are been located and

beds of scallops are to be off the Isle of and off Newlyn, and we expect good for some time to

is good news. on, Brixham and are the main ports and scallops have useful standby when catches were low.

Some fishermen the south and south and specialised in scallops, many just as part of a or mixed fishery, could switch to white plastic trawling according to the abundance of fish grounds and the prices.

does not help the or who needs a steady of scallops to prepare export market; in fact, the British scallop is exported to the States where there is a market.

Scallops though there has been a boom in southern the main fishery for species is in Scottish Scallops are caught in the west of Kintyre (Jura, Gigha, Islay) and the Shetlands. In fishing takes place out the year, being at least from February to end from September to

you know that scallops are long-lived? They reach an age of ten are old. The rings on can be used to work of the shellfish — representing one rings are formed with ceases during and the shell is similar to the are formed in the

Some fishermen along the north-east coast of England are pressing for the introduction of legislation to protect egg-bearing lobsters. I asked a contact of mine, who is well versed in fisheries legislation, to brief me on this important subject.

It may surprise you to learn that it was not until 1951 that berried females were protected by national legislation which applied to the whole of the UK.

As a result of investigations by Professor Meek of Cullercoats Laboratory in Northumbria during 1895-1904, most of the local Sea Fisheries Committees in England and Wales introduced bye-laws in the early 1900s making it an offence to land egg-bearing female lobsters. This legislation did not apply to Scotland.

An inter-departmental

traditionally the have always used ball type pot for crabs and lobsters. One by these were willow ("withy") the hedgerows, but through the shape of changed little,

## shell fish chat

modern materials which are more durable are used.

In the 1950s and 1960s the pots were made of a wire framework, bound by chestnut hoops. This framework was covered with netting; the entrance or "neck" was made of basketwork and the pot's base of "weldmesh".

Pots of this type were made by fishermen for their own use and few were offered for sale.

Today the situation has changed again. Although pots of wire and netting are still in use, they are being replaced by welded tubular polythene frame pots — or "plastic pots" as they are usually called in Devon.

These pots, originally designed and produced by Mr. Nantes of Weymouth, are more usually sold as frames to which the fisherman attach the netting.

The cost of the frame is about 25 and, although the price of these frames appears expensive, they last longer than wire. Also there is considerable saving in a fisherman's time.

The other important factor is that, because of their durability, damage is reduced and so the time spent repairing gear is minimal. The other main difference is that the basketwork necks have now largely been replaced by ready-made plastic or glass-fibre necks. The pots are well worth a try.

Protecting "berried" lobsters?

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An inter-departmental

Committee on Crabs and Lobsters was set up in the early 1920s to consider if further protection was required to conserve the lobster and crab stocks. The committee reported in 1926 and did not recommend the introduction of any protection for berried lobsters. Professor Meek, who was a member of the committee, disassociated himself from the recommendation and resigned.

Based on a later government study, legislation to protect berried lobsters was introduced covering the whole of the UK as the Sea Fish (Crabs and Lobsters) Order 1961. Fishermen in many parts of the country, especially Scotland, protested at this move although men along the north-east coast, who had accepted the ban for years, were pleased.

In 1966 the government scrapped the 1961 Order and replaced it with legislation which did not include protection of the berried lobster. In the UK, therefore, female lobsters have only been protected on a national basis for 11 years.

Whenever lobster catches fall, some men suggest that the re-introduction of this ban would conserve the stocks. There is some doubt about this thinking.

Studies for over 60 years in Canadian waters have shown that little is gained by protecting berried females. For the first five weeks after hatching from the egg the lobster larvae are free-swimming — and it is at this stage that the greatest mortality occurs.

In 1913 the French also accepted the view that it was too difficult to enforce legislation to protect these females and they repealed their laws. The main problem, I am told, is that it is impossible to detect a "scrubbed" lobster.

For many years fishermen in some areas have removed the eggs from berried females by simply brushing with a scrubbing brush (hence the term "scrubbed lobster") and so evading the legislation.

Afterwards the swimmerets and underside of the lobster are slightly bruised — but a few days in a keep-pot will soon repair the damage to the lobster and not even the most hawk-eyed fishery officer could accuse anyone that it had once been a "berried" lobster.

I believe our fisheries people felt that, since it was virtually impossible to enforce the Order and that the protection of berried females was of questionable value — and certainly not the best means of conservation — it was best to revoke the Order and this was done in 1966.

I believe the current feeling is that lobster conservation can best be achieved by means of increased legal size limits and the use of the carapace length measurement. TRAPPER.

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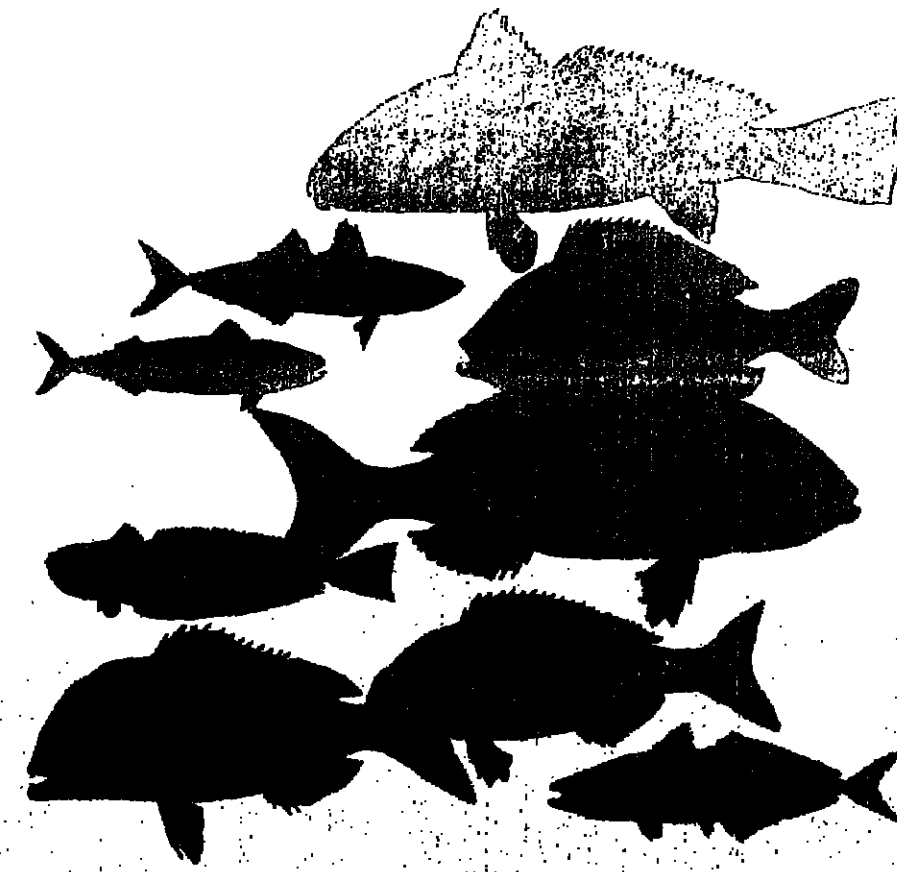
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JUNE 16 — A one-day National Conference will be held in the City Hall, Kingston-upon-Hull on THE FUTURE OF THE BRITISH FISHING INDUSTRY. Write or telephone for brochure to the Exhibition organisers.

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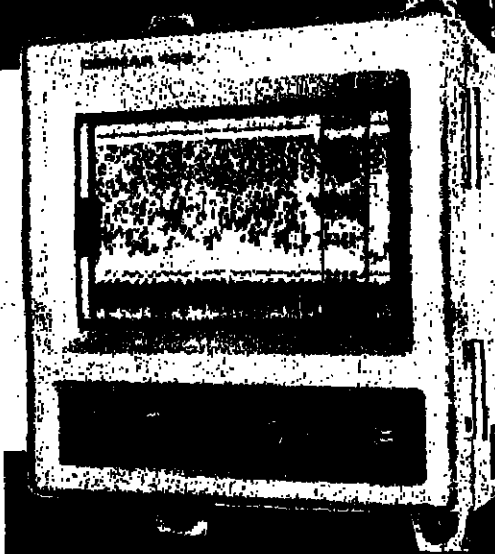
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The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 60 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

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Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.8 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz and 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.



facility, and very low power consumption. Alternative 50 kHz and 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full data.

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also shown at Plymouth Boat Show. The port is a main scalloping area.



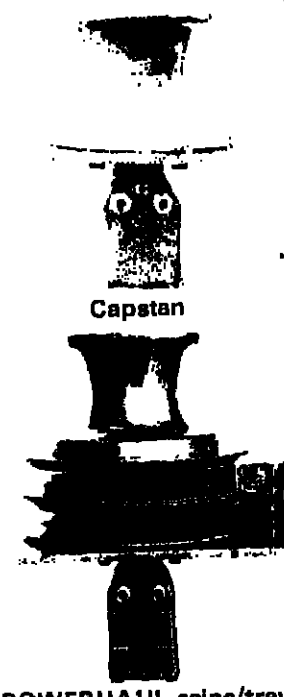
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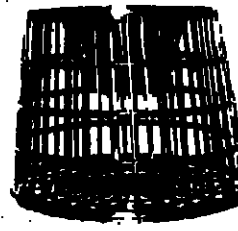
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## John Burgess' Log



"BECAUSE OF the filthy weather during the last six weeks or so, I have not been able to lift my pots every day as I normally do and at times I have not been able to get to them for three or four days. I suspect that on these occasions more than a few lobsters have escaped from the pots and, for this reason, I am thinking of fitting escape inhibitors to some of them as an experiment."

"It would help a lot if you could send me descriptions of as many different types of inhibitor currently in use as possible."

"Since you refer to pots I presume you use traps with top entrances like the Cornish inkwell type. But in case you should be using the word 'pot' in a general sense and may in fact be using creels with side entrances, here are descriptions of inhibitors used in both pots and creels."

## DEEP WATER REELS

"I WOULD BE very much obliged if you could tell me what manually, mechanically or electrically operated reels, suitable for use by a single-hander fishing from a 30 ft boat in deep water around the Pentland Firth and Orkney, are available."

"There are two manually operated deepsea reels which are extensively used off the coasts of Norway, Faroe and Greenland for catching cod and haddock."

One reel is known as the Snella reel and is made by Polyplast, par Meland, Sigerfjord, Norway; the other called the Vega Snellan reel is made by J. K. Joensen and Sons in the Faroe Islands.

Both these reels are deep and narrow in width so that they can be wound easily but yet slowly when fish are fighting immediately after being hooked, and then progressively faster as they cease to fight.

Normal practice when after cod in deep water is to use a 2.5 mm diameter monofilament nylon line to which are attached, in order, a swivel and sixteen 4 1/2 ft. long, 2mm diameter nylon traces with swivels between them. To the middle of each trace a rubber eel is attached by a swivel and short dropper. To the end of the bottomtrace is attached a swivel and 4lb. lead.

The manufacturers of the Vega Snellan reel say that the chief reason for its effectiveness and consequent popularity is the automatic brake with which it is fitted. This makes it unnecessary to tend the reel while the line is running out as the brake acts in such a way that it releases or stops the line as required.

## Feeding

If fish are hooked when the line is running out, it stops, thereby providing valuable information about the depth at which fish are feeding. Cod, they say, are not infrequently found to be feeding in 70-75 fathoms during the summer on grounds where the depth of water is between 150 and 200 fm.

Another manually operated deepsea reel is made by Asbjorn Horgard in Trondheim, Norway. It is designed for fishing in depths between 30 and 110 fathoms. It resembles a big game fishing reel and is fitted with a power drag and ratchet pawl. Its spool has a diameter of 1 1/4 in. and measures 6 1/2 in.

across. Mechanically and electrically operated 'Autofisher' reels are made by Autofisher A/S in Nyksund, Norway. The former, designed to be belt or chain driven, measures 12 x 12 x 14 in. and weighs about 55 lb. The latter measures 12 x 14 x 18 in. and weighs about 132 lb.

Either type lowers hooks and sinker to whatever depth you want down to 170 fathoms and then begins to jig. When a fish is hooked, it reels the line in until the fish breaks surface. Then it stops, with the line held firmly, to enable the fish to be taken off the hook.

When you have removed the fish and re-baited, you press a release switch and the line runs out again to whatever depth you set on the machine. It is then automatically jugged until another fish is hooked.

You can set an Autofisher to jig from about 10 in. to 8 ft. and to heave or render the line at any given weight between about 2 and 55 lb.

## Electric

An electrically operated reel, popular amongst Icelandic line fishermen, is made by Ellidi Gudjonsson and marketed by the Icelandic Elektra Company, P.O. Box 124, Gardabaer, Iceland. It is known as the Elektra reel and is designed primarily for fishing in depths between 100 and 200 fm.

The reel will work up to 500 meters of 1-2 mm Perlon Line to which is attached a trace with 6-10 rubber or plastic eels and 1-2 kg lead sinker. It will play large fish, always maintaining a pull of 3-10 lb. and rendering when a greater strain is put on the line.

It is obtainable in this country from South Western Mechanised Fishing, 37 Venn Park, Stoke Fleming, Dartmouth, Devon and so is a hydraulically operated version.

A hydraulically operated deepsea reel, incidentally, is also available from J. K. Joensen & Sons, 3812 Midvag Foroyar, Faroe Islands.

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

A more modern inhibitor is a trap-door which can be made to fit many different types of inkwell and boat pots.

It is made of welded mild steel and is designed so that it can be held open when the pot is fishing by a patent fuse. It is a type of fuse which disintegrates through electrolytic action and allows the trap door to spring shut. It is made in various thicknesses so that you can arrange the trap door to shut at a given number of hours and you have set a pot.

## Wire bar

An inhibitor traditionally fitted in creels in Scotland consists of a length of bent round the top of a pot and a wire bar. The wire bar is a piece of wire that leaves two legs bent down and overlapping the pot side of the ring. When the lobster enters, the legs are bent back to let it in. When the lobster enters, the legs are bent back to let it in. When the lobster enters, the legs are bent back to let it in.

A type of inhibitor commonly used in creels nowadays is a piece of netting fitted to the lower part of the entrance eye. The weight of a lobster as it passes through the netting depresses the netting and mits easy access. But as it is in the creel, the netting slips upwards and effective bars exit.

## Putty for caulking

"I HAVE JUST purchased a 28 x 8 1/2 ft. carvel-built boat which has been out of the water for the last two years."

"The hull requires re-caulking and I should be obliged if you could let me know which would be the best caulking composition to use on top of the cotton."

"Since receiving your letter I have asked three experienced boat-builders whether they knew of any modern product superior to putty for filling the seams between the planks of a carvel-built hull."

No one knew of any com-

position yet produced can rival putty for the purpose. (One of them, who is a yachtsman as well as a boat-builder, said that he had used one or two compounds recommended by the manufacturers for the purpose but had found them satisfactory.)

His practice is to fill above the waterline with white lead putty — below the waterline with the hull is going to be painted white or a light color, these below it with putty. The others can use red lead putty discriminately.

"IS IT A FACT that shrimps rise off the bottom in summer and are therefore not so likely to be caught in beam trawls as at other times of the year?"

"I don't know whether brown shrimps (*Crangon crangon* or *Crangon vulgaris*) rise off the bottom in summer, but scientific investigations into the seasonal abundance of pink shrimps (*Pandalus montagui*) in the Wash a year or two ago indicated that pink shrimps do."

The investigations showed that considerable changes in the oil content of pink shrimps occurs during the year. It starts to rise in spring and reaches a peak during the summer when the water temperature is at its maximum.

Owner tells foreigners  
'COME CLEAN' ON  
SMALL MESH NETS

IF BRITAIN'S fish stocks are to be conserved EEC governments should 'come clean' on cheating by their fishing fleets, says the head of trawler owners Boston Deep Sea Fisheries, Sir Basil Parkes.

"France is trying to get the commission to set her big quotas west and north of Scotland. Although her fleet is smaller than ours, her catch has been higher simply because the French vessels have been using smaller mesh nets."

"I was on one of our Hull ships fishing north of Scotland, together with three of our Fleetwood vessels and three French trawlers."

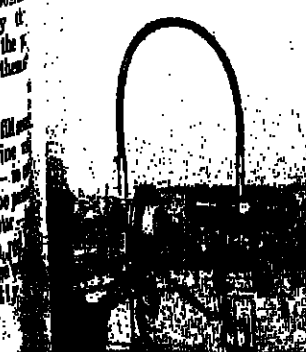
"The vessel I was on was fitted with regulation size mesh nets for Newfoundland and Greenland fishing. The Fleetwood ones were fitted with regulation mesh for middle water boats."

"I cannot stipulate the type of gear the French vessels were using but the results speak for themselves."

"We were regularly catching 30 to 40 baskets, of which 80 to 90 per cent was large fish. Our Fleetwood ships were catching 80 to 70 baskets, of which roughly 50 per cent was large fish and the French vessels were catching 200 to 300 baskets per haul."

"Their decks were full of fish, the vast majority being small. The odds are that these vessels were using herring nets for white fishing."

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"Our Continental friends, having ruined their own grounds, are now rapidly depleting the stocks in our grounds."

Sir Basil, a former president of the British Trawlers' Federation and frequently an industry representative at international fisheries meetings, said that when mesh regulations were agreed the British Government — followed by West Germany, Norway, and later Russia — took steps to see these rules

were rigidly adhered to. "British fishermen could not only be prosecuted for catching undersized fish, they could not even sell them — which was the biggest deterrent of all."

Sir Basil said that over many years of attending the meetings of the North-East Atlantic Fisheries Commission he has watched the Continental countries consistently evade requests to submit, like Britain, reports confirming action taken against

offenders in their fleets. "On one occasion Russia was so incensed she threatened to resign if the Continentals did not put their house in order."

"Nothing happened and now we have the irony, having played the game of seeing other countries benefitting through not having played it. The EEC must get down to creating the exclusive conservation zones which provide the only sure guarantee," he said.



The Spanish stern trawler *Arriacado* in the fish dock and (below) part of the Icelandic cargo.

## Cod from Iceland swings in

A CARGO of Icelandic cod — including fillets, blocks and roes — was unloaded from the carrier *Isosafos* at Hull last week. And there were other discharges from Norway and Spain.

In fact, on a day when only one local wet fish trawler was supplying the market, a total of five foreign boats were bringing in frozen cargoes.

*Gadus* and *Tenor* came in with Norwegian fish, while in the fish dock the Spanish stern trawler *Arriacado* put ashore a cargo of boxed North Atlantic fish. There was also fish from the craft *Atlantico*.



## DEREK FLETCHER'S

sea sport

IF YOU are still undecided where to take your holiday, remember that bookings should soon be made.

This is particularly important if you want daily boat trips. Skippers are in great demand. There are thousands going on trips and fishing boat spaces are limited.

Many official guide books will say little about the fishing prospects. They sum it up in about two sentences.

"Sea fishing can be had from the pier. Boats are available along the promenade. Bait is found at certain parts of the beach."

Wonderful, isn't it? Sea angling is one of our biggest participant sports yet local authorities dismiss it in a paragraph.

Take a tip: write to the local angling club secretary and a tackle shop. Enclose a stamped addressed envelope for reply and ask only those questions to which you really need the answers.

If you read some of the letters I get about holiday fishing you would probably give up. Most of the questions would be answered by a good angling book from the library.

Let's make some random casts with a few potted holiday suggestions. Many anglers are turning specialists.

and seek only one species.

For anglers after top 1 suggest Solent waters, around Wales and off Plymouth. Many spoilmens are based around Hunstanton. A good general bait is mackerel.

A popular quarry is the black bream. Usually the top catches are made off Littlehampton and Bognor Regis.

Another rod-bending stretch is along the coast from Swanage to Portland. Some years Dover and Cornish waters yield the largest. They will take many baits, with fish strips and ragworm most productive.

If bass is your quarry I can recommend the Isle of Wight, Eastbourne, Poole, Torquay, Bournemouth and Dartmouth.

There is excellent big bass sport on the west coast of Guernsey. Spinning at Jersey is exciting and many big 'uns are recorded at Rozel.

Sandeel is a good base bait as well as ragworm, herring and squid strips.

Gray mullet are fine sport on light tackle. If you are a river angler going on a seaside holiday, take your roach gear.

Bread paste used around the rock crevices at Portland will lure bigger mullet than you've ever seen before. You need to rise early for best results, however.

Other gray mullet territory includes Castletown, Isle of Man; Christchurch harbour, Looe and Worthing pier. Great sport is enjoyed from the latter station, usually from July. Here was small red ragworm, three or four draped from the hook.

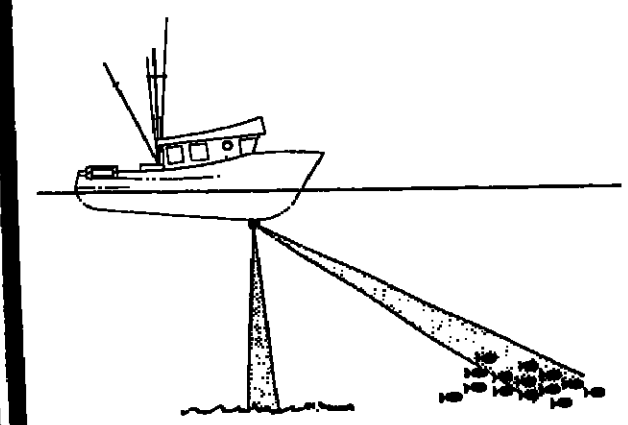
Scotland offers good all-round general fishing and there is still much virgin territory to be explored. Many varieties await the rodman at Dunbar, East Lothian. Also try Lochliver, in south-west Sutherland.

Get your strong tackle out for skate, giant conger and dogfish at Lamlash, on the Isle of Arran. There are dozens of mackerel, many that can be safely fished in rough conditions.

Many of the fish in Scottish waters will take feathered lures and also rubber sandeels. These are well worth persevering with, especially at dusk.

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

**Distast Water**  
£35,236: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,297k, WS, 27 days.  
£27,634: *Boston Comanche*, Boston (Sk. A. Hollington), 1,077k, WS/NC, 24 days.  
£26,087: *Boston Halifax*, Boston (Sk. R. Evans), 960k, WS, 25 days.  
£24,760: *Aldershot*, Consol (Sk. A. Call), 925k, WS/NC, 23 days.  
£22,322: *William Wilberforce*, Boston (Sk. W. G. Balls), 884k, G/W, 25 days.

### Middle Waters

£21,499: *Ross Tiger*, BUT (Sk. D. Avery), 861k, W, 16 days.  
£21,319: *Ross Panther*, BUT (Sk. W. Stokes), 861k, W, 18 days.  
£18,616: *Ross Genet*, BUT (Sk. W. Salt), 693k, W, 16 days.  
£18,008: *Ross Lynx*, BUT (Sk. D. Cooper), 742k, W, 18 days.  
£17,759: *Ross Zebra*, BUT (Sk. R. Reeves), 891k, W, 16 days.

### North Sea

£17,878: *Lemberg*, Lindsey (Sk. H. Pexman), 208k, NS, 14 days.  
£6,777: *Lofoten*, Lindsey (Sk. A. Hatton), 202k, NS, 14 days.

### Selmers

£10,928: *Arcona Bay*, Chapman (Sk. E. Thomson), 286k, NS, 14 days.  
£7,415: *Gladnes*, Allard Hewson (Sk. J. Olesen), 195k, NS, 17 days.  
£5,499: *Macandri*, Sleight (Sk. L. Hojberg), 123k, NS, 16 days.  
£4,321: *Anne Scott*, Allard Hewson (Sk. M. Dam), 112k, NS, 17 days.  
£4,000: *Karen*, Richardson (Sk. E. Sveinsson), 90k, NS, 16 days.  
£3,424: *Helen Mona*, Richardson (Sk. A. Svendsen), 102k, NS, 16 days.

### Pair teams

£23,594: *Margarethe Bojen*, (Sk. Jens Bojen), 635k, and £18,903: *Frances Bojen*, (Sk. J. Richardson), 529k, both John R., NS, 16 days.  
£2,642: *Paul Antony*, Richardson (Sk. F. Josefsen), 230k, and £5,231: *Green Valley*, Danbrit (Sk. R. Younger), 132k, both NS, 17 days.  
£5,438: *Grenaa Pearl*, (Sk. M. Potterton), 153k, and £3,215: *Grenaa Star*, (Sk. B. Host), 97k, both Danbrit, NS, 16 days.

### GH-netters

£4,053: *Wardley*, Consolidated (Sk. E. Lase), 103k, NS, 6 days.

### HULL

£49,219: *Ross Sirius*, BUT (Sk. D. Whiting), 1,958k, NC, 23 days.  
£43,641: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,964k, NC, 25 days.  
£42,541: *Lord Nelson*, BUT (Sk. N. Longthorpe), 1,206k, NC, 25 days (part freezer).  
£38,840: *St. Dominic*, Hamling (Sk. P. Grayburn), 1,630k, NC, 22 days.

£32,223: *Ross Leonis*, BUT (Sk. J. Berry), 1,346k, NC, 22 days.  
£27,977: *Ross Canaveral*, BUT (Sk. D. Spivey), 1,221k, NC, 21 days.  
£24,000: *Lord St. Vincent*, BUT (Sk. A. Oslar), 1,161k, NC, 21 days.  
£16,940: *Kingston Beryl*, BUT (Sk. K. Nielson), 1,171k, NC, 22 days.  
£7,407: *Arctic Vandal*, Boyd (Sk. H. Waudby), 340k, W, 19 days.

### FLEETWOOD, Greenland

£30,829: *Iruana*, Marr (Sk. T. Watson), 1,139 k, 23 days.

### Homewater

£21,751: *Boston Beverley*, Boston (Sk. H. McMillan), 851 k, 18 days.  
£20,877: *Jacinta*, Marr (Sk. G. Wignall), 738 k, 15 days.  
£18,534: *Idena*, Marr (Sk. T. Christy), 656 k, 16 days.  
£17,210: *Wyre Revenge*, Wyre (Sk. H. Pook), 623 k, 18 days.  
£11,403: *London Town*, Hewett (Sk. J. Kelly), 344 k, 15 days.  
£5,944: *Resound*, Ward (Sk. C. Pook), 217 k, 13 days.  
£5,579: *Forads*, Ward (Sk. W. Phillips), 152 k, 15 days.  
£5,473: *Saxon Forward*, (Sk. K. Hames), 214 k, 15 days.  
£5,004: *Craigmillar*, Ward (Sk. J. Jackson), 150 k, 15 days.  
£4,768: *Charnor*, (Sk. O. Jensen), 122 k, 11 days.  
£4,443: *Boston Whirlwind*, Boston (Sk. P. Wierman), 143 k, 16 days.  
£4,413: *Resilience*, Ward (Sk. D. Bailey), 122 k, 14 days.  
£4,149: *Andrew Wilson*, Hazael, 108k, 10 days.  
£4,104: *Ann*, (Sk. T. Kirk), 119 k, 13 days.  
£3,992: *Marrie Jacob*, (Sk. J. O'Shea), 43 k.  
£3,973: *Starbank*, Ward (Sk. A. Hudson), 115 k, 13 days.  
£3,081: *Penn*, 79 k.  
£2,059: *Southards*, 61 k, 10 days.  
£1,669: *Thornwood*, 39 k, 11 days.  
£828: *Niels John*, 20 k, 13 days.

### Pair teams

£5,654: *Benvolio*, (Sk. G. Wright), 239 k, and £3,177: *Lorenzo*, (Sk. J. Newsham), 203 k, both Wyre, 8 days.

### ABERDEEN

£32,651: *Clarkwood*, Wood (Sk. S. Thomson), 1,126k, F, 14 days.  
£24,818: *Jasmin*, Wood (Sk. E. Parker), 712k, F, 17 days.  
£23,754: *Gramplan Chieftain*, North Star (Sk. R. Leiper), 852k, F, 15 days.  
£20,340: *Glen Carron*, Marr (Sk. T. Taylor), 1,159k, S, 14 days.  
£17,167: *Pindarus*, BUT (Sk. J. Glasgow), 740k, S, 12 days.  
£13,199: *Strathclova*, Brucewood (Sk. A. Simpson), 507k, WC, 9 days.

### LOWESTOFT

£13,602: *St. Phillip*, East Coast (Sk. T. Martin), 393k, NS, 12 days.  
£12,551: *Boston Shackleton*, Boston (Sk. A. Jenner), 399k, NS, 13 days.  
£12,025: *St. Rose*, East Coast (Sk. S. Davidson), 442k, NS, 12 days.  
£11,635: *St. Thomas*, East Coast (Sk. J. Ketteringham), 402k, NS, 12 days.  
£10,517: *Suffolk Monarch*, Hobson (Sk. M. Barnard), 341k, NS, 12 days.  
£10,496: *Constance Banks*, Hobson (Sk. D. Athorn), 310k, NS, 12 days.

### NORTH SHIELDS

£25,454: *Ben Strome*, Irvin (Sk. E. Longhorn), 57,850kg, F/NS, 18 days.  
£21,142: *Ben Lui*, Irvin (Sk. T. Nielson), 59,875kg, NS, 23 days.  
£11,556: *Ben Chourn*, Irvin (Sk. P. Allen), 27,955kg, NS, 15 days.  
£9,990: *Ben Glas*, Irvin (Sk. W. S. Shearer), 31,197kg, NS, 15 days.  
£9,000: *Christine Nielsen*, Irvin (Sk. C. Ellis), 32,460kg, NS, 4 days.  
£4,856: *Lindisfarne*, Irvin (Sk. J. Bailey), 13,930kg, NS, 4 days.  
£4,352: *Star Divine*, AF (Sk. J. Vanko), 10,466kg, NS, 3 days.  
£4,160: *Scarlet Thread*, Irvin (Sk. T. Buchanan), 4,283kg, NS, 4 days.  
£3,665: *Good Design*, AF (Sk. J. Scott), 10,660kg, NS, 3 days.  
£3,712: *Fisher Rose*, Irvin (Sk. R. Clark), 9,320kg, NS, 5 days.  
£3,272: *Bishop Burton*, Newington (Sk. T. Fairley), 7,500kg, NS, 4 days.  
£3,090: *Star of Hope*, AF (Sk. P. Jarron), 7,322kg, NS, 3 days.  
£2,977: *Valhalla*, AF (Sk. R. Veitch), 6,461kg, NS, 3 days.  
£2,801: *Christine Nielsen*, Irvin (Sk. C. Ellis), 53,683kg, NS, 3 days.  
£2,527: *Conduan*, Irvin (Sk. N. Morse), 4,673kg, NS, 4 days.  
£2,395: *Malloway*, AF (Sk. D. Stuart), 5,195kg, NS, 3 days.  
£2,048: *Burton Lonsdale*, Newington (Sk. J. Lota), 6,000kg, NS, 3 days, (maiden voyage).

### GRANTON

£18,096: *Arctic Brigand*, Liston (Sk. A. Wood), 807k, NS, 12 days.  
£7,276: *Arctic Crusader*, Liston (Sk. P. Wanless), 350c, NS, 13 days.

### MILFORD HAVEN

£5,287: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 153k, 13 days.  
£5,236: *Bryher*, Norrard (Sk. A. James), 137k, 12 days.  
£5,209: *Brenda Wilson*, Jones (Sk. R. Evans), 127k, 13 days.  
£1,178: *Westerdale*, Linke (Sk. B. Linke), 30k, 7 days.  
£250: *Arthur Havey*, (Sk. J. Donovan), 3k, 5 days, broken trip.

KEY: BI Bear Islands; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; R Rockall; S Shetland; W Westaries; WC West Coast; WS White Sea. Sk Skipper; k kits; c owt; kg kilo.

## PORT MARKETS

### FRIDAY, APRIL 22

**DUBLIN**  
1,288 boxes mainly from ports of Green, Killybegs, Skerries and Howth Castle. Prices: salmon, £1/11.60; lobsters, £2.90/£3; sturgeon, £1.80; prawns, £1.10/£1.20; black sole, £1; allops, 85p/£1.40.

**GRIMSBY**  
Expected during the week from White Sea and Norway Coast: *Boston Phoenix*, *Barnesley*, *Huddersfield Town* and *Notts Forest*. From Faroe and Westaries: *Kyoto*, *Lepanto*, *Forester*, *Kingston Amber* and *Ogana*, *Ross Genet*, *Ross Jaguar*, *Ross Orion*.

## HUMBER VESSELS DUE

**GRIMSBY**  
Expected during the week from White Sea and Norway Coast: *Boston Phoenix*, *Barnesley*, *Huddersfield Town* and *Notts Forest*. From Faroe and Westaries: *Kyoto*, *Lepanto*, *Forester*, *Kingston Amber* and *Ogana*, *Ross Genet*, *Ross Jaguar*, *Ross Orion*.

### SATURDAY, APRIL 23

**NEWLYN**  
Prices: turbot, £1.80; monkfish, £1.00; large ray, £1.50; medium, £3.20; small, £1; large cod, £5; medium, £3.50; small, £1.50; large plaice, £3.50; medium, £3; small, £1.50; large haddock, £3.50; medium, £3; small, £1.50; large sole, £3.50; medium, £3; small, £1.50; large brill, £3.50; medium, £3; small, £1.50; large hake, £3.50; medium, £3; small, £1.50; large Dover sole, £1.50; medium, £1.50; small, £1; large John Dory, £1.50; medium, £1; small, £1; large dogfish, £1; medium, 80p; small, 50p; large skate, £1; medium, £1; small, £1; large conger eel, £1; medium, £1; small, £1; large pollack, £3.50; large whiting, £3.20; medium/small, £1.50; per stone.

**MILFORD HAVEN**  
Prices: large cod, £2.50; medium, £2.50; small, £2.50; large haddock, £2.50; medium, £2.50; small, £2.50; large plaice, £2.50; medium, £2.50; small, £2.50; large sole, £2.50; medium, £2.50; small, £2.50; large brill, £2.50; medium, £2.50; small, £2.50; large hake, £2.50; medium, £2.50; small, £2.50; large Dover sole, £2.50; medium, £2.50; small, £2.50; large John Dory, £2.50; medium, £2.50; small, £2.50; large dogfish, £2.50; medium, £2.50; small, £2.50; large skate, £2.50; medium, £2.50; small, £2.50; large conger eel, £2.50; medium, £2.50; small, £2.50; large pollack, £2.50; large whiting, £2.50; medium/small, £2.50; per stone.

### MONDAY, APRIL 25

**GRIMSBY**  
A moderate supply of 4,599 kits from 10 boats met a good demand. Prices: shelf cod, £1/5; codling, £1/20; large haddock, £1/40; £1/40; medium, £1/20; large plaice, £1/50; medium, £1/30; best small, £1/30; large skinned dogfish, £1/50; medium, £1/50; reds, £1/50; £2/40; rockfish, £1/50; £2/30; snail, £1/70; £2/10; per stone.

**HULL**  
2,135 kits from two trawlers and two North Sea seiners. Price ranges per 100 lb. heads on: shelf cod, £1/70; £2/25 (average £1/45); bulk, £1/30; £1/25 (£1/40); shelf codling, £1/38; £2/25 (£1/50); shelf haddock, £1/38; £2/25 (£1/50); codling, £1/38; £2/25 (£1/50); herring, £1/38; £2/25 (£1/50); plaice, £2/38; £3/50 (£2/10).

**FLEETWOOD**  
2,245 kits from five boats. Prices: cod, £1/44; plaice, £2/37; haddock, £1/44; £1/44; codling, £1/44; £1/44; large haddock, £1/44; £1/44; large plaice, £1/44; £1/44; large sole, £1/44; £1/44; large brill, £1/44; £1/44; large hake, £1/44; £1/44; large Dover sole, £1/44; £1/44; large John Dory, £1/44; £1/44; large dogfish, £1/44; £1/44; large skate, £1/44; £1/44; large conger eel, £1/44; £1/44; large pollack, £1/44; £1/44; large whiting, £1/44; £1/44; medium/small, £1/44; per stone.

## BILLINGSATE

ON TUESDAY 197 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £1.85/£2.35; Scotch, £1.50/£2.35; Irish, £1.50/£2.35; salmon trout, £1.21/£1.70; rainbow trout, 60p/70p; sole, tongue, 40p/50p; allops 60p/80p; medium, 90p/£1.40; large, £1.10/£1.15; eels, 80p/£1.20; foreign smoked salmon, 2p/lb; large turbot, £1.80/£2.30; medium, £1.80/£1.80; small, £1.80/£1.80; large brill, £1/£1.12; medium, £1.60/£1.60; small, £1.20/£1.40; large halibut, £1.20/£1.40; medium, £1.50/£2.20; small, £1.40/£1.20; selected lemon sole, £2/£1.80; large witch, £1.50/£1.50; small, £2/£1.80; headless hump winter cod, £1.80/£1.80; fillets, £1.80/£1.80; £1.80/£1.80; bulk, £1.40/£1.80; haddock, £1.80/£1.80; home water haddock, £1.80/£1.80; wit, £1/£1.20; gibbera, £5; selected whiting, £1.20/£1.80; small, £1/£1.30; small English dogfish, £1.50/£1.50; large, £1.50/£1.50; mackerel, £1/£1.40; fresh herring, £1/£1.20; London cured dry haddock, 28 golden cutlets, £6.80; filleted kippers, £1/£1.50; selected kippers, £1/£1.50; monkfish, £1.50/£1.11; red mullet, £1.50/£1.80; grey mullet, £1.40/£1.40; bass, £1.80/£2.20; squid, £1.50/£1.80; per stone.

## HERRING REPORT

**FRIDAY, APRIL 22**  
Ayr: net trawlers, 30 tonnes; home market at £29.20/£43; Recovering agents: Hand selected, 190/230 and 280/440 per 50kg.

**TURBET**: ten trawlers, nine tonnes; home market at £25.20/£47; Recovering agents: Hand selected, 190/230 and 280/440 per 50kg.

**TUESDAY, APRIL 25**  
Ayr: 11 trawlers, 28 tonnes; home market at £36.47; Recovering agents: Hand selected, 190/230 and 280/440 per 50kg.

**WEDNESDAY**  
Ayr: 11 trawlers, 28 tonnes; home market at £36.47; Recovering agents: Hand selected, 190/230 and 280/440 per 50kg.

# Ruling on liferafts needs sorting out

**PERFECTLY serviceable life-saving equipment is having to be thrown away because it contravenes the Department of Trade regulations.**

Les Cunningham of the South West Fishermen's Association cited one of the latest cases when dealing with the attitude of DoT surveyors when examining a vessel to see whether she meets the provisions of the Fishing Vessels (Safety Provisions) Rules 1975.

He said in the April 8 issue of *Fishing News* that the *beamer Haaringollet* was apparently stopped from fishing because her inflatable liferafts were not of English manufacture and did not contain instructions in English.

The DoT regulations, he claimed, did not specify whether the raft must be of English manufacture or that the instructions have to be written in English.

I checked this out with Captain R. S. Banyard of the Liferaft Hire Co., who has made a study of the regulations. He said that there are a number of anomalies to be found.

For example, there is the liferaft manufactured in Norway under British licence which is identical to the raft made by the British parent company (RFD), but which is not allowed on British ships by the DoT.

Among other foreign-manufactured rafts which are banned, a Bombardier is up to British standards, and a Pirelli exceeds the British requirements in its tests.

Many Labour Party members had warned the Tories what would happen to the British fishing industry when they took the country into Europe, he said, but they were determined to get in without a thought for the fishing industry.

On possible renegotiation of the CFP the Minister warned: "It isn't a case of Britain, from strength, taking what is hers, her 50-mile limit, it is a Government representing a country which has given away under the Tories the right to her own waters."

"We've got to win them back. And I believe we can, but we need a Labour Government to do this."

Later he warned that the negotiations would be very hard and, at the moment, the rest of the Community is against an exclusive 50-mile limit for the British fishermen.

We should continue to fight for the dominant preference in our own waters, he said.

THE retirement of Arthur Johnson after 48 years in the Hull fishing industry, latterly as head cashier of Hellyer Bros. Ltd., has been marked by presentations to him.

On behalf of local BUT skippers, mates and other sea-going personnel, Skipper Jack Lilley handed over a silver tea service and two Silver Jubilee ash trays.

During the same gathering, Mr. Johnson also received from the firm's shore staff an electric blanket, an infra red grill, bottles of brandy and whisky and a book on horticulture — handed over by Mr. J. T. Morgan, head of Hellyer's general office, who worked with Mr. Johnson for 47 years.

Mr. Johnson began his long association with the Hull fishing industry as a junior clerk with the Kingston Steam Trawling Co. and later became assistant cashier. He served in the Navy during World War II and was appointed Hellyer's head cashier in 1954.

material and inspection. But many fishermen buying foreign boats equipped with such rafts have had to replace them with British rafts.

Captain Banyard expressed surprise that, under the present Common Market regulations, DoT surveyors can get away with condemning rafts manufactured in Common Market countries where the standards of manufacture and inspection are as high, and sometimes higher, than those for British rafts.

Safety of Life at Sea regulations do not ban foreign liferafts. They lay down the type, construction and tests necessary, to which both British and foreign-manufactured liferafts must conform. So the contention of DoT surveyors is not borne out by SOLAS regulations.

The same regulations do, however, state that instructions on the rafts must be in English.

Discussing the rules further, Captain Banyard considers that they are more practical when applied to instances, he says, of boats which have failed to pass the new survey although they have been fishing satisfactorily for years.

He argues that a good seaman works within the limitations of his own craft, whereas a bad seaman can lose a boat which conforms to every regulation. Pat O'Driscoll.

Over the past seven years the wives have raised £15,000 to provide specialised medical equipment.

Money-raising events planned include a fair on Scarborough harbour, a May Day bed race on the seafloor, numerous coffee mornings, an old-time music hall and a fashion parade.

The intensive-care unit has been on the drawing boards for the several years, but was shelved because of spending cutbacks.

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